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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	Czechoslovakia	REPORT	
SUBJECT	Mokrad Airfield, near Liptovsky Hradok	DATE DISTR.	3 November 1953
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
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50X1-HUM

1. The Mokrad Airfield, near Liptovsky Hradok (Q 50/D 28), was built in 1943 and was in use until 1951, when structural repairs were begun. The airfield is situated six kilometers north of the town of Liptovsky Hradok, which lies on the double-track railroad from Zilina to Kosice. The field is 753 meters above sea level and was named for the nearby Mokrad Mountain.
2. The district road to Pribylina forms the northern boundary of the field; the eastern boundary is a country road that branches off at the point where the Cierny Brook is crossed by the previously mentioned road to Pribylina and leads to the village of Vavrisovo. To the east of this road there is a young forest of trees about 10 or 15 years old. A country road from Vavrisovo to Jamnik borders the airfield in the south and a district road runs along the west side of the field. The Jamnicek Brook runs parallel to this road. In the north, the field is shielded by the High Tatra Mountains, which form a natural barrier against the strong north wind.
3. The field has a concrete runway, which was partially destroyed at the south end during the floods of 1951. It was rebuilt and lengthened in the fall of 1951 and is now about 1,500 meters long and from about 30 to 50 meters wide. It runs north and south, and at the northern end opens onto a wide apron in front of the hangars. The airfield has a hard sub-soil of sand. It drains into the millstream.
4. In the northwestern corner of the field stands an old hangar of reinforced concrete, 30 by 60 meters in size. About 25 meters south of this, a new reinforced concrete hangar 30 by 40 meters in size has been built. These hangars have sliding doors and sloping roofs of reinforced concrete. A four-story reinforced concrete building has been put up between them, and the structure of its upper part suggests a control tower. The runway has boundary markers all along its edges.

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5. The Liprovsky Hradok power station supplies the airfield with electricity, but as the current is often cut off the field has been equipped with its own electric generators, which are adequate to supply it with current.
6. About 400 men from the military labor camp at Liptovsky Hradok were working on the field. By April 1952, most of the building material for the new buildings had been brought in. At the northwestern edge of the field, foundations for new hangars and other buildings have been prepared. Work in the southern corner indicates that the runway is to be lengthened still further. This is possible to a length of from three to four kilometers. The average width of the field is from 800 to 1,000 meters.
7. The entrance to the field is in the northwest corner, where a new paved road leads to the village of Jamnik. The airfield is not fenced in.
8. Personnel and squadron headquarters are housed in the barracks in Liptovsky Hradok. A small number of men are living in new barracks that have been established in what was formerly the private country house of a Slovak general. This house has four stories, is about 30 by 50 meters in size and stands on the southern edge of the field in a small wood; about 100 men are billeted there.
9. It is believed that the radio transmitting station of the field is housed in a building standing on the southern edge of the field.
10. The water supply pipeline for the field was laid in autumn 1951. Water comes from the reservoir southeast of the field which also supplies the village of Vavrisovo.
11. The field is used both for civil air traffic and for military purposes. There is night flying on the Mokrad field, but no details are known concerning the lighting system. 50X1-HUM
12. A patrol of three men guards the buildings and boundaries of the airfield.

Legend to sketch of Mokrad Airfield:

1. Runway, opening on to the apron.
2. Old hangar.
3. New hangar.
4. Building under construction.
5. Barracks.
6. Reservoir.
7. New road to airfield.
8. Boundary markers.

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